F 15/989-2

SOUTH ◄ NORTH ►

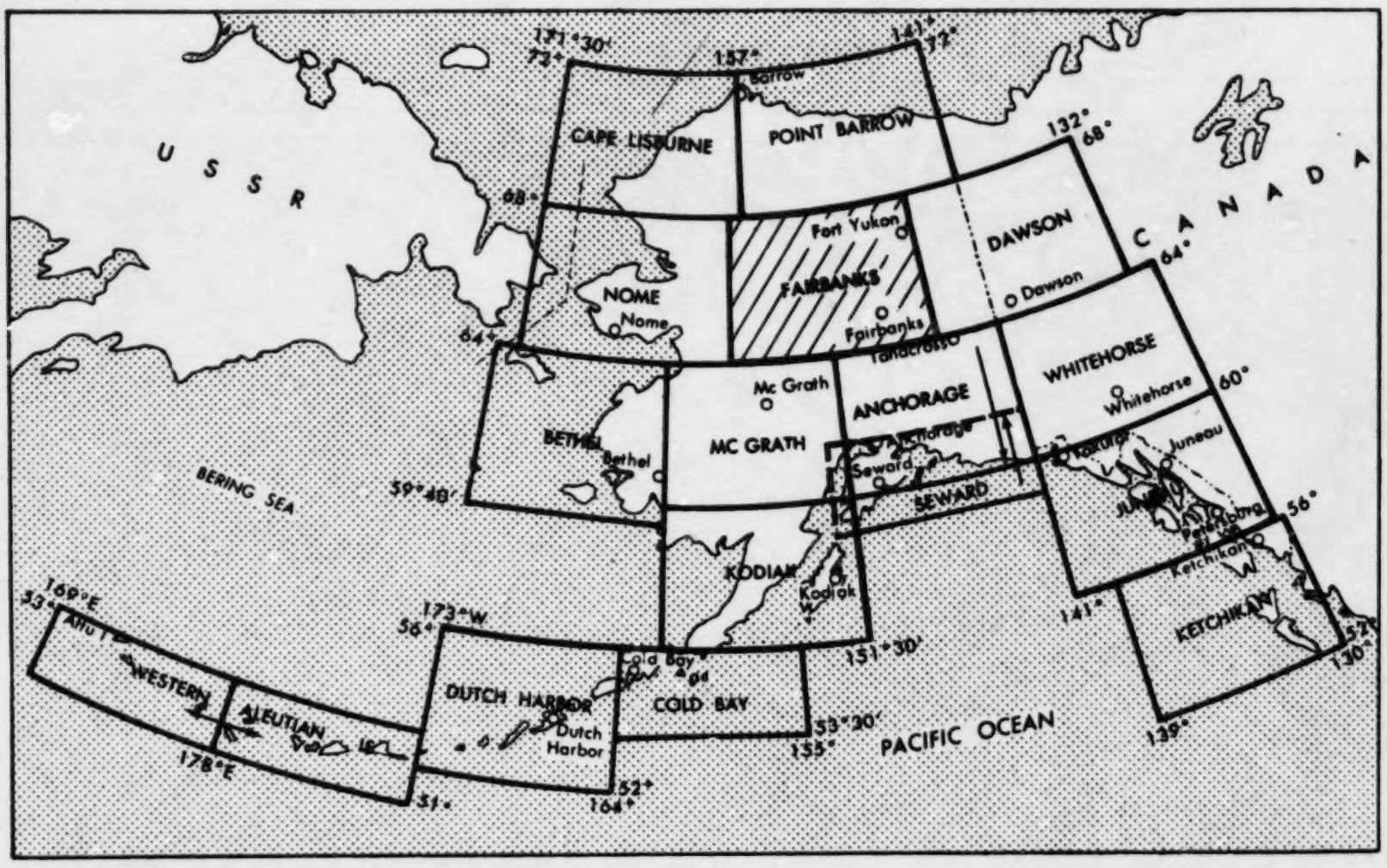
FAIRBANKS
SECTIONAL AERONAUTICAL CHART
SCALE 1:500,000

Lambert Conformal Conic Projection Standard Parallels 65°20′ and 70°40′
Topographic data corrected to April 1989

44 TH EDITION July 27, 1989
Includes airspace amendments effective July 27, 1989
and all other aeronautical data received by June 1, 1989
Consult appropriate NOTAMs and Flight Information
Publications for supplemental data and current information.
This chart will become OBSOLETE FOR USE IN NAVIGATION upon publication of the next edition scheduled for JANUARY 11, 1990

PUBLISHED IN ACCORDANCE WITH INTER-AGENCY AIR CARTOGRAPHIC COMMITTEE SPECIFICATIONS AND AGREEMENTS, APPROVED BY:

DEPARTMENT OF DEFENSE ★ FEDERAL AVIATION ADMINISTRATION ★ DEPARTMENT OF COMMERCE

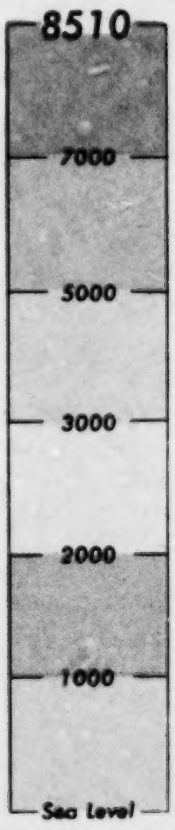


CONTOUR INTERVAL
1000 feet

Intermediate contours shown at 500 feet
Auxiliary contours shown at 250 foot interval

1000	500	250
Basic	Intermediate	Auxiliary

HIGHEST TERRAIN elevation is *8510 feet*
located at 67°25′N – 154°58′W
Critical elevation ---------- ●4254
Approximate elevation ---------- x3200
Doubtful locations are indicated by omission of the point locator (dot or "x")



MILITARY TRAINING ROUTES (MTRs)

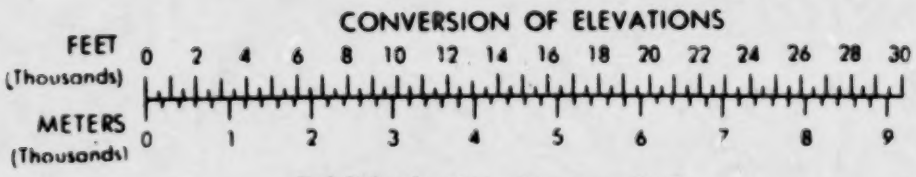
All IR and VR MTRs are shown, and may extend from the surface upwards. Only the route centerline, direction of flight along the route and the route designator are depicted – route widths and altitudes are not shown.

Since these routes are subject to change every 56 days, and the charts are reissued every 6 to 12 months, you are cautioned and advised to contact the nearest FSS for route dimensions and current status for those routes affecting your flight.

Routes with a change in the alignment will be indicated in the Associated Data Section of the Supplement Alaska.

Military Pilots refer to Area Planning AP/1B Military Training Route North and South America for current routes.

CONVERSION OF ELEVATIONS



Published at Washington, D.C.
U.S. Department of Commerce
National Oceanic and Atmospheric Administration
National Ocean Service

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WIDOS

FAIRBANKS

LEGEND

NORTH

AIRPORTS

AIRPORT DATA

ADDITIONAL AIRPORT INFORMATION

RADIO AIDS TO NAVIGATION AND COMMUNICATION BOXES

AIRPORT TRAFFIC SERVICE AND AIRSPACE INFORMATION

AIRSPACE INFORMATION

TOPOGRAPHICAL INFORMATION

OBSTRUCTIONS

MISCELLANEOUS

WIDOS

NORTH

FAIRBANKS

SECTIONAL AERONAUTICAL CHART

SCALE 1:500,000

Lambert Conformal Conic Projection, Standard Parallels 65.20° and 70.40°

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CONTOUR INTERVAL

1000 feet

Intermediate contours shown at 500 feet

Auxiliary contours shown at 250 foot interval

500	100	250
Basic	Intermediate	Auxiliary

HIGHEST TERRAIN elevation is 8510 feet located at 67 23 N - 134 58 W

Critical elevation ..... +254

Approximate elevation ..... +200

Doubtful location are indicated by omission of the point location dot or "x"

8510

MILITARY TRAINING ROUTES (MTR)

All IR and VR MTRs are shown, and may extend from the surface upwards. Only the route centerline, direction of flight along the route and the route designator are depicted - route widths and altitudes are not shown.

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Routes with a change in the alignment will be indicated in the Associated Data Section of the Supplement Alaska.

Military Flight refer to Area Planning AP-1B Military Training Route North and South America for current routes

CONVERSION OF ELEVATIONS

FEET 0 1000 2000 3000 4000 5000 6000 7000 8000 9000 10000

METERS 0 500 1000 1500 2000

Published at Washington, D.C.

U.S. Department of Commerce

National Oceanic and Atmospheric Administration

National Ocean Service

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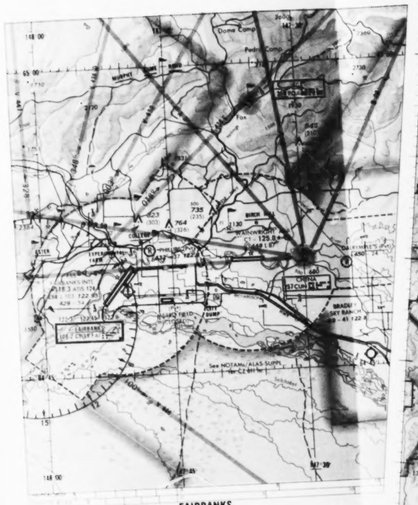
Joint Pointr Jauzmoir

11,500 MSL

YUKON 2 MOA



FAIRBANKS

SCALE 1:250,000

Features normally used as check points for controlling VFR traffic are emphasized on this scale, of which so many may be readily identified.

Example: ● POWER PLANT

The name shown is that used by the controlling personnel and is not necessarily the official name of the feature.

PLOTTING DIRECT ROUTE ON NORTH/SOUTH SIDE

There are approximately two minutes of turn on overlap between the north and south sides of each sectional chart. To plot a direct course line from one side to the other, the user must first draw two "match lines" that are identical in every respect, one on each side. On the north side connect the tick marks of the most southerly meridian and parallel of latitude; and on the south side connect the marks of the most northerly meridian and parallel of latitude. These "match lines" must have the same latitude on both the north and south sides.

Step No. 1

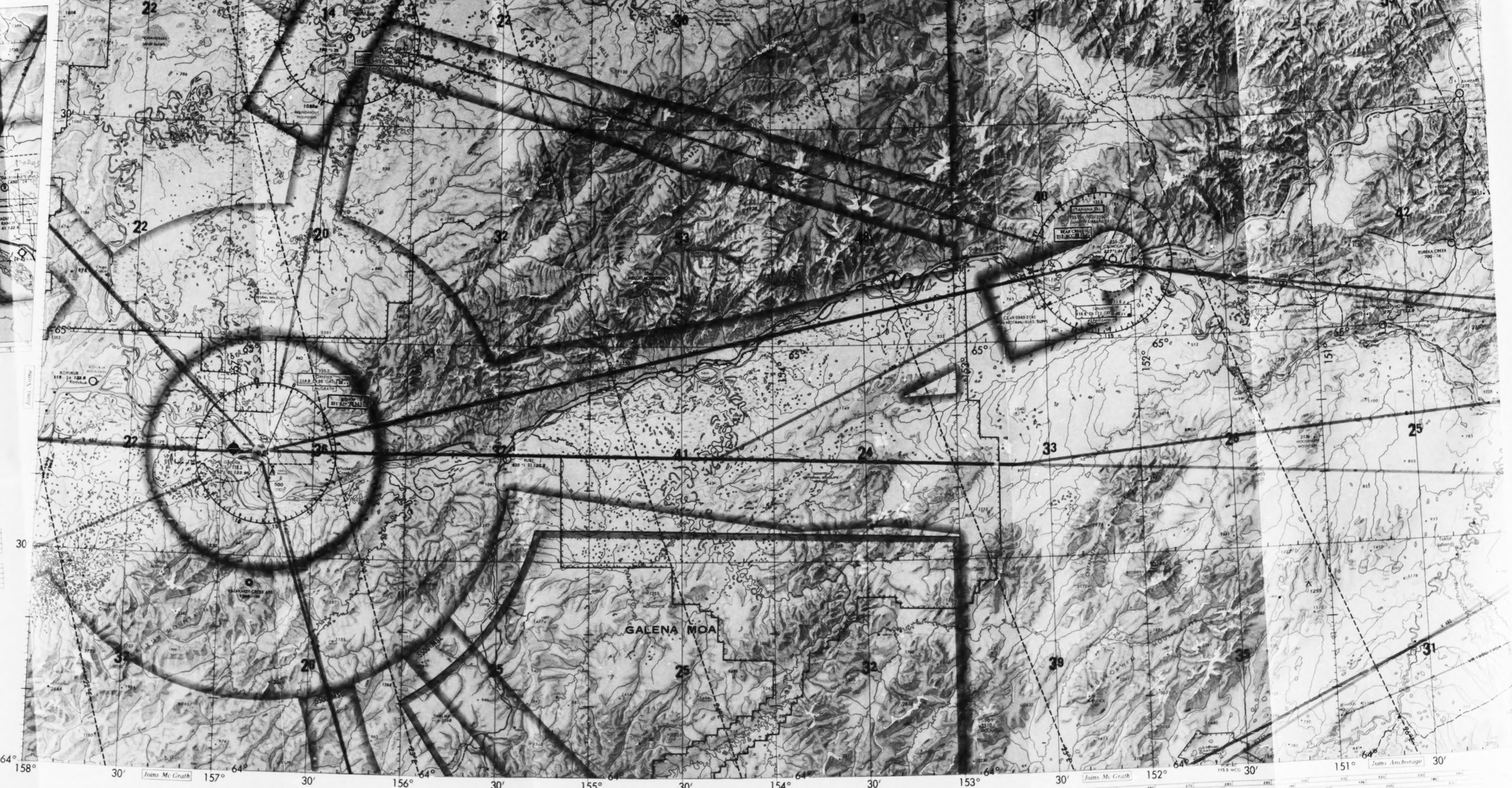
On the side of the chart having a terminal point (such as the north side), place a sheet of paper so that its top edge corresponds to the "match line" and mark the point where the intersects Terminal Point 1. Make a mark on the edge of the paper at Terminal Point 1. Mark "A" as illustrated and also another mark "B" on the paper at the "match line" to the edge of the chart. Mark "B" as illustrated.

Step No. 2

Place the paper over and transfer Mark "B" from the north side to the south side, extending the mark to the "match line." Align the sheet of paper to the mark on the corner of the chart at the point of intersection. Mark "B" with a pinpoint edge of the paper on the "match line" forming Point 2.

Step No. 3

Then draw and transfer Point 1 to Point 2 from the north side to the south side, thereby transferring the distance from Mark "B" to Point 1 on the north side to Point 2 on the south side. Then align the edge of the paper from Point 2 to the corner of the destination at the point shown on the south side.



CAUTION: This chart is primarily designed for VFR navigational purposes and does not purport to indicate the presence of all obstructions, wires, high and power transmission lines, heights of structures which may be encountered below reasonable and safe altitudes.

Entire area of this chart is within the Yukon Standard Time +9 Hrs 00 Min UTC

ATTENTION

THIS CHART CONTAINS MAXIMUM ELEVATION FIGURES WITHIN EACH QUADRANGLE FORMED BY THE INTERSECTING LINES OF LATITUDE AND LONGITUDE. THESE FIGURES ARE BASED ON THE HIGHEST KNOWN OBSTACLE, NATURAL OR MAN-MADE, PLUS THE ESTIMATED ACCURACY FACTOR. THE HIGHEST KNOWN OBSTACLE IS INDICATED BY THE LARGEST FIGURE SHOWN IN BOLD TYPE.

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CONTROL TOWER FREQUENCIES ON FAIRBANKS SECTIONAL CHART

Airports which have control towers are indicated on this chart by the letters CT followed by the primary VHF local control frequency. Many control towers operate on more than one frequency, the first one listed is normally the primary one. The nominal range in miles of the transmitter(s) providing the primary service is shown in parentheses following the frequency. Frequencies are normally available only during the hours the tower is in operation. Hours of operation are given in the Airport/Facility Directory. Where hours shown are local time, Radio will announce the difference in time between local time and GMT. The MEF (Maximum Elevation Figure) shown on the face of the chart are rounded upward to the next hundred feet and represent the highest known feature in the area bounded by parallels of latitude and meridians of longitude. Control zones are not shown.

ATIS frequencies available are indicated below.

VAR indicates Radar Instrument Approach available.

CONTROL TOWER	RADIO CALL	OPERATES	ATIS	FREQ	ASR/PAR
EIELSON AFB		CONTINUOUS	124.4	126.2 353.4	ASR
FAIRBANKS INTL		CONTINUOUS		118.7 257.8	ASR/PAR
GULKANA		CONTINUOUS		118.3 353.6	ASR/PAR
WAINWRIGHT AAF		0700-2300 MON-FRI 0130 SAT SUN & HOL		120.5 341.8	ASR/PAR

TCA, TRSA, AND SELECTED RADAR APPROACH CONTROL FREQUENCIES

EIELSON AFB	126.2
WAINWRIGHT AAF	115.1 363.8

SPECIAL USE AIRSPACE ON FAIRBANKS SECTIONAL CHART

Unless otherwise noted altitudes are MSL and in feet. time is local.
Contact nearest FSS for information.
*Other time by NOTAM contact FSS

The word "NO" an altitude means "to and including."
FL - Flight Level
NO A/G - No air to ground communications

U.S. P-PROHIBITED, R-RESTRICTED, A-ALERT, W-WARNING, MOA-MILITARY OPERATIONS AREA

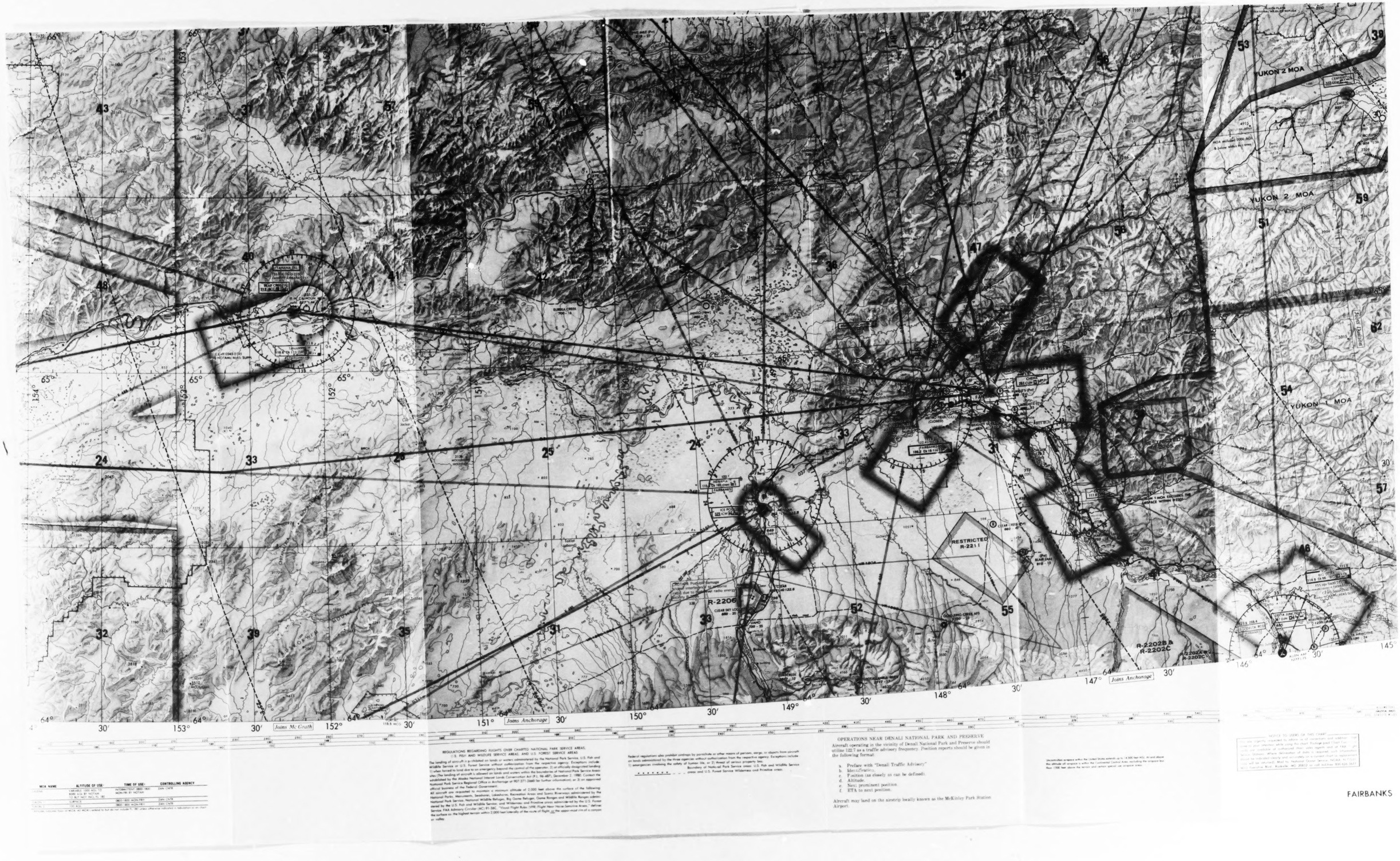
NUMBER	LOCATION	ALTITUDE	TIME OF USE	CONTROLLING AGENCY
R-2202 A, B	BIG DELTA, AK	TO BLK 10,000 BLK 10,000/FL180	MON-FRI 0700-1800	ZAN CNTR
R-2202 C	BIG DELTA, AK	10,000 TO UNLIMITED	INTERMITTENT BY NOTAM	FAIRBANKS APPROACH CONTROL
R-2205	YUKON, AK	SFC TO 2800	MON-FRI 0730-1900*	
R-2206	CLEAR, AK	SFC TO 18,000	CONTINUOUS	NO A/G
R-2211	BLAIR LAKES, AK		0800 TO 1800 MON-FRI O/T BY NOTAM FROM USING AGENCY 24 HRS IN ADVANCE	FAIRBANKS APPROACH CONTROL

MOA NAME	ALTITUDE OF USE*	TIME OF USE:	CONTROLLING AGENCY
GALENA	VARIABLE 1000 AGL TO 8000 AGL BY NOTAM TO BUT NOT INCL FL 180	INTERMITTENT 0800-1800 MON-FRI BY NOTAM	ZAN CNTR
YUKON	SURFACE	0800-1800 MON-FRI	ZAN CNTR
YUKON	1000 AGL	0800-1800 MON-FRI	ZAN CNTR

*Altitudes indicates floor of MOA. All MOA's extend to but do not include FL 180 unless otherwise indicated in tabulation or on chart.

REGULATIONS REGARDING FLIGHTS OVER CHARTED NATIONAL PARK SERVICE AREAS, U.S. FISH AND WILDLIFE SERVICE AREAS AND U.S. FOREST SERVICE AREAS

Certain areas, established on lands or waters administered by the National Park Service, U.S. Fish and Wildlife Service and U.S. Forest Service, have been designated as National Parks, National Monuments, Seashores, Lakeshores, Recreation Areas and Scenic Rivers, National Wildlife Refuges, Big Game Refuges, Game Ranges and Wildlife Ranges. Unless authorized by permit, or in connection with emergency rescue or law enforcement activities, persons may not operaate aircraft within these areas at altitudes less than 2,000 feet above the surface. Exceptions are made for takeoffs and landings under established Federal Air Regulations. Persons desiring to operate aircraft in these areas for any purpose should communicate with the Regional Director of the National Park Service, Fish and Wildlife Service or Forest Service having jurisdiction over the area involved. Addresses of the Regional Offices are listed in the Airport/Facility Directory. Low level flight operations are prohibited over the Arctic National Wildlife Range, Mount McKinley National Park, Katmai National Park, Glacier Bay National Park, Kenai Fjords National Park, Wrangell-St. Elias National Park and Preserve, Gates of the Arctic National Park and Preserve, Denali National Park and Preserve, Yukon-Charley Rivers National Preserve, Bering Land Bridge National Preserve, Cape Krusenstern National Monument, Kobuk Valley National Park, Noatak National Preserve, Aniakchak National Monument and Preserve, Becharof National Wildlife Refuge, Izembek National Wildlife Refuge, Kodiak National Wildlife Refuge, Alaska Peninsula National Wildlife Refuge, Arctic National Wildlife Refuge, Selawik National Wildlife Refuge, Nunivak National Wildlife Refuge, Yukon Delta National Wildlife Refuge, Innoko National Wildlife Refuge, Koyukuk National Wildlife Refuge, Nowitna National Wildlife Refuge, Northern Unit Kenai National Moose Range, Kodiak Wildlife Refuge, Clarence Rhode National Wildlife Range, Becharof Wildlife Refuge, Alaska Peninsula Wildlife Refuge, Unimak Wildlife Refuge, Aleutian Islands Wildlife Refuge, Semidi National Wildlife Refuge, Simeonof National Wildlife Refuge, Chisik Island National Wildlife Refuge, Forrester Island National Wildlife Refuge, Hazy Islands National Wildlife Refuge, Bering Sea National Wildlife Refuge, Walrus Islands State Game Sanctuary, Pribilof Islands State Game Sanctuary, Saint Lazaria National Wildlife Refuge, Semidi Islands State Game Sanctuary, Forrester Island State Game Sanctuary, Hazy Islands State Game Sanctuary, Walrus Islands State Game Sanctuary, Pribilof Islands State Game Sanctuary, Saint Lazaria State Game Sanctuary, Afognak Island State Game Sanctuary, Kodiak National Wildlife Refuge, Clarence Rhode National Wildlife Range, Becharof Wildlife Refuge, Alaska Peninsula Wildlife Refuge, Unimak Wildlife Refuge, Aleutian Islands Wildlife Refuge, Semidi National Wildlife Refuge, Simeonof National Wildlife Refuge, Chisik Island National Wildlife Refuge, Forrester Island National Wildlife Refuge, Hazy Islands National Wildlife Refuge, Bering Sea National Wildlife Refuge



MOA NAME	ALTITUDE OF USE	TIME OF USE	CONTROLLING AGENCY
	1-MR-MEU 1200 AGL TO BUT NOT INCL FL 180	INTERMITTENT 0800-1800 MON-FRI BY NOTAM	ZAN CNTR
	1-MR-MEU 1200 AGL TO BUT NOT INCL FL 180	0800-1800 MON-FRI	ZAN CNTR
	1-MR-MEU 1200 AGL TO BUT NOT INCL FL 180	0800-1800 MON-FRI	ZAN CNTR

REGULATIONS REGARDING FLIGHTS OVER CHARTED NATIONAL PARK SERVICE AREAS, U.S. FISH AND WILDLIFE SERVICE AREAS, AND U.S. FOREST SERVICE AREAS

The landing of aircraft is prohibited on lands or waters administered by the National Park Service, U.S. Fish and Wildlife Service or U.S. Forest Service without authorization from the respective agency. Exceptions include: 1) when forced to land due to an emergency beyond the control of the operator, 2) at officially designated landing sites. (The landing of aircraft is allowed on lands and waters within the boundaries of National Park Service Areas established by the Alaska National Interest Lands Conservation Act (P.L. 96-487), December 2, 1980. Contact the National Park Service Regional Office in Anchorage at 907-271-2666 for further information), or 3) on approved official business of the Federal Government.

All aircraft are requested to maintain a minimum altitude of 2,000 feet above the surface of the following National Parks, Monuments, Seashores, Lakeshores, Recreation Areas and Scenic Riverways administered by the National Park Service; National Wildlife Refuges, Big Game Refuges, Game Ranges and Wildlife Ranges administered by the U.S. Fish and Wildlife Service; and Wilderness and Primitive areas administered by the U.S. Forest Service FAA Advisory Circular (AC) 91-36C, "Visual Flight Rules (VFR) Flight Near Noise Sensitive Areas," defines the surface as: the highest terrain within 2,000 feet laterally of the route of flight or the upper-most rim of a canyon or valley.

Federal regulations also prohibit overflight by parachute or other means of persons, cargo, or objects from aircraft on lands administered by the three agencies without authorization from the respective agency. Exceptions include: 1) emergencies involving the safety of human life, or 2) threat of serious property loss.

Boundary of National Park Service areas, U.S. Fish and Wildlife Service areas and U.S. Forest Service Wilderness and Primitive areas.

OPERATIONS NEAR DENALI NATIONAL PARK AND PRESERVE

Aircraft operating in the vicinity of Denali National Park and Preserve should utilize 122.7 as a traffic advisory frequency. Position reports should be given in the following format:

a. Preface with "Denali Traffic Advisory."
b. Identification.
c. Position (as closely as can be defined).
d. Altitude.
e. Next prominent position.
f. ETA to next position.

Aircraft may land on the airstrip locally known as the McKinley Park Station Airport.

Uncontrolled airspace within the United States extends up to 14,500 feet MSL. All land above this altitude off airspace is within the Continental Control Area, excluding the airspace less than 1500 feet above the terrain and certain special use airspace areas.

NOTICE TO USERS OF THIS CHART

If you urgently required to inform us of corrections and additions you may do so by letter, preferably while using this chart. Postage paid Charts Corrections will be considered and, if valid, will be incorporated in the next edition of the chart. Urgent corrections, where information of date is required, such information should be indicated clearly and accurately on a current chart to expedite action. Such corrections will be considered. Mail to: National Ocean Service, NOAA, N/CG2, Charting Info. Branch, Rockville, MD 20852 or call toll-free 800-638-8972.